

Settlers' Guide 1905



J. D. MCKEE, PUBLISHER

TO
MANITOBA
and **Canadian**
North-West

C. E. E. USSHER,
Gen'l Passr. Agent,

MONTREAL.

C. B. FOSTER,
Dist. Passr. Agent,

TORONTO.

Railway and Free Grant Land

Conditions of Payment

THE CANADIAN PACIFIC RAILWAY COMPANY

Owns 12,000,000 acres of land in the Canadian Northwest, lying chiefly along its Main Line and Branches.

To encourage actual settlers (that is, those who intend settling upon and cultivating the land and undertake to do so) the Company has adopted the following liberal terms of payment on purchases not exceeding 640 acres :

The aggregate amount of principal and interest is divided into eleven instalments, as shown in the table below ; the first to be paid at the time of purchase, interest alone to be paid at the end of the first year and nine equal instalments including both principal and interest annually thereafter.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the conditions applicable to actual settlers :

385.20971
S26

Acres.	Per Acre.	First Instalment	and Nine Equal Instalments of
160	at \$3.50	\$83.90	\$70.00
160	" 4.00	95.85	80.00
160	" 4.50	107.85	90.00
160	" 5.00	119.85	100.00
160	" 5.50	131.80	110.00
160	" 6.00	143.80	120.00

Interest in each case to be paid at the end of the first year in addition to the above.

Purchasers who do not undertake to settle personally upon the land within one year from date of purchase are required to pay one-sixth of the purchase money down and the balance in five equal annual instalments with interest at the rate of six per cent. per annum.

DISCOUNT FOR CASH.—If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. on five-sixths of the purchase money. Interest at 6 per cent. will be charged on overdue instalments.

GENERAL CONDITIONS.—All sales are subject to the following general conditions :—

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.
2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.
3. The Company reserves from sale, under these regulations, all mineral and coal lands, and lands containing timber in quantities, stone, slate and marble quarries, lands with water power thereon, and tracts for town sites and railway purposes.

4. Mineral, coal and timber lands and quarries, and lands controlling water power, will be disposed of on moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.

Liberal rates for settlers and their effects are granted by the Company over their railway.

Intending settlers having friends in the Northwest and wishing to settle near them, should write to F. T. Griffin, Land Commissioner, C. P. R., Winnipeg, Man., for one of the sectional maps published by the Company, showing the vacant lands of the Company in the district, and for any further information required.

All surveyed even-numbered sections, excepting Nos. 8 and 26, are held exclusively for free homesteads, and entry therefor to the extent of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

The Canadian Pacific Railway traverses four of the most important divisions of the Northwest, viz.: Manitoba, Assiniboia, Alberta and Saskatchewan.

The prices of lands in the Province of Manitoba, and in Assiniboia, east of the 3rd meridian, are generally \$4.00 to \$10.00 an acre.

Lands west of the 3rd meridian, including lands in the Calgary District and Northern Alberta and Saskatchewan from \$3.50 to \$7.00 per acre.

MANITOBA is already well settled, but homesteads can still be secured in some of the outlying parts of this highly favored province. The natural resources of the country are as great as those of any other part of the North American Continent. The soil is generally a rich loam of great depth,

particularly well adapted for the growth of wheat. The province is well supplied by nature with wood, hay and water. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans, and people from every country in Europe, so that the intending settler, no matter what his nationality, can settle among his own countrymen.

The crop area and total yield of grain, roots, etc., of Manitoba for 1904 were as follows, according to the official returns:

	Acres in Crop.	Total Yield, Bushels.	Aver. Yield to acre.
Wheat....	2,412,235	39,162,458	16.53
Oats.....	943,574	36,289,979	38.80
Barley...	361,004	11,177,970	30.54
Flax.....	35,428	464,106	13.10
Rye.....	6,293	125,860	20.00
Peas	2,562	51,240	20.00
Corn	2,471	2,123	13.00
Brome ..	20,841	.....	.....
Potatoes.	24,471	3,799,569	156.80
Roots ...	14,870	3,741,580	252.80
 Total	 3,823,749	 Grain Crop 87,303,736	

The average yield of cultivated grasses was over 1.78 tons to the acre, and of natural grasses 1.82 tons.

ASSINIBOIA, the central district of the North-West, is divided into two great areas—Eastern and Western Assiniboia—each of which has its own peculiar characteristics, the former being essentially a wheat-growing and mixed

farming country, and the western part of the latter especially adapted for ranching, having a climate that permits of cattle grazing throughout the whole of the winter. The great plain extending from the Qu'Appelle River to the international boundary and from the Missouri Coteau to the neighborhood of the second meridian, including the celebrated Moose Jaw, Regina, Indian Head and Moose Mountain Districts, contains the largest unbroken area of choice wheat growing land in the Northwest. An immense quantity of land has recently been sold by the Railway Company in that territory to settlers who intend to farm it in a large way, but good railway lands may still be purchased at reasonable prices. During the past year the Pipe-stone Branch of the Canadian Pacific Railway has been completed from Arcola to Regina, bringing within easy distance of the railway a larger proportion of these lands.

ALBERTA is situated immediately east of the Rocky Mountains and north of the State of Montana, covering an area of about 120,000 square miles. It is characterized by a mild climate in winter and cool breezes in summer. Its location gives it the benefit in winter of the Chinook winds, which follow an easterly direction from the currents in the Pacific Ocean, whence they receive their warmth. The snow in winter rarely lies longer than four or five days at a time when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and

winter there is always to be found throughout the district an abundance of water for grazing and all other purposes.

The wild grasses are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches all in first-class condition for the market.

The surplus cattle raised in the Edmonton District are shipped to British Columbia and to the European markets via Montreal.

The grain raised in Alberta does but little more, at present, than supply local requirements. There is, however, a surplus of oats, which finds a market in British Columbia. The recent erection of extensive oatmeal mills at Edmonton has created an excellent home market. Winter wheat is successfully grown in Alberta and the area under crop is rapidly increasing particularly in the southern part of the district.

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for Cheese and Butter-making, and it is rapidly becoming as noted for such industries as for its ranches.

There is a local lumber supply at Edmonton and other points, but the finer grades are obtained from British Columbia.

This district is opened up by the Canadian Pacific Railway and its branches from Calgary to Edmonton and to Macleod, and by the Crowsnest Pass Ry. from near Medicine Hat, which runs through the great mining districts of Southern British Columbia.

SASKATCHEWAN. The valley of the Saskatchewan, which extends from the Rocky Mountains to Manitoba, is remarkably fertile and attractive. The territorial division of Saskatchewan comprises that portion of the great valley and surrounding country lying next north of Assiniboia. Prince Albert, near the forks of the North and South branches of the Saskatchewan, reached by the Canadian Pacific, is the principal centre, and throughout the district are many thriving settlements, in which are located a large number of prosperous settlers. Amongst them is the Saskatoon district on the South Saskatchewan river. In a short time, it is expected some portions of this district will also be served by branches of the Canadian Pacific Railway.

CROPS IN THE TERRITORIES. The Northwest Territories—Assiniboia, Alberta, and Saskatchewan—combined produced as follows:—

	Acres in Crop.	Total Yield, Bushels.	Aver. Yield to Acre.
Wheat....	1,055,282	20,446,000	19.3
Oats	656,229	21,473,500	32.7
Barley	112,090	3,035,000	26.0
 Total..	1,823,601	44,954,500	

In addition large quantities of flax, potatoes, roots and garden stuffs were raised.

LAND EXPLORERS are offered return rates, first-class, to Winnipeg from points in Canada east of Sudbury, and can, on presentation of the return half of tickets to the undersigned, purchase return tickets from Winnipeg to

points west in the Province of Manitoba, Assinibbia, Saskatchewan or Alberta, the value of which should the original holder purchase within 60 days one quarter section (160 acres) of Canadian Pacific farm lands will be applied on account of second instalment of purchase money.

Westbound trains stop for sufficient time at Winnipeg station to enable passengers to visit the Land Office of the Company at the station, where maps and pamphlets, descriptive of the Free Grant and Railway Lands, through which the railway passes, can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted (on application to the conductor) on Through Second-Class or Colonist Tickets to British Columbia or Puget Sound Ports, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars, apply to

F. T. GRIFFIN,

C.P.R. Land Commissioner,

WINNIPEG,

Or any Agent of the Canadian Pacific Ry. Co.

Government Lands

FREE HOMESTEAD REGULATIONS. Any even-numbered section of Dominion lands in Manitoba or the Northwest Territories, excepting Nos. 8 and 26, which has not been homesteaded, reserved to provide wood for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or any male over eighteen years of age, to the extent of one-quarter section of 160 acres, more or less.

ENTRY. Entry may be made personally at the local land office for the District in which the land to be taken is situate, or, if the homesteader desires, he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Dominion Lands, Ottawa, Dominion Immigration Commissioner, Winnipeg, or any local agent, receive authority for some one to make the entry for him. A fee of \$10 is charged for homestead entry.

HOMESTEAD DUTIES. Under the present law homestead duties must be performed in one of the following ways, namely :—

- (1) By at least six months' residence upon and cultivation of the land in each year during the term of three years.

(2) If the father (or the mother, if the father is deceased) of any person who is eligible to make a homestead entry resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of the law as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother on farm land in the vicinity.

(3) If a settler has obtained a patent for his first homestead, or a certificate for the issue of such patent countersigned in the manner prescribed by the Dominion Lands Act, and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead. Only a person who earned his patent for first homestead prior to 2nd June, 1889, is entitled to a second homestead.

(4) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of the law as to residence may be satisfied by residence upon the said land.

**APPLICATION
FOR
PATENT**

should be made at the end of the three years, before the Local Agent, Sub-Agent or the Homestead Inspector. Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so.

Application for patent must be made within five years from the date of the homestead entry, otherwise the right thereto is liable to forfeiture.

DOMINION LAND OFFICES are located at Winnipeg, Brandon, Minnedosa, Dauphin, Alameda, Regina, Yorkton, Lethbridge, Calgary, Red Deer, Edmonton, Battleford and Prince Albert.

TIMBER AND FUEL A liberal supply of timber for house-building purposes and fuel is granted free to settlers on payment of a small office fee for the permit to cut.

For full information as to conditions of tender, and sale of timber, coal or other mineral lands, apply to the Secretary of the Department of the Interior, Ottawa, Ontario; or to any of the Dominion Land Agents for Manitoba or the Northwest Territories.

List of Publications

The Canadian Pacific Railway Co. issues a number of pamphlets and folders, amongst which are the following :

WESTERN CANADA. A most interesting pamphlet descriptive of the advantages and capabilities of the Province of Manitoba and the Districts of Alberta and Assiniboia, and the fertile valley of the Saskatchewan, with detailed information as to cattle, horse and sheep ranching, dairying, mixed farming and mining. It is fully illustrated with views reproduced from photographs. Land and railway maps are also included.

BRITISH COLUMBIA. The best compilation of trustworthy information yet issued regarding the Pacific Coast Province, carefully revised and brought up-to-date. It is well illustrated, with maps of the Province, and should be in the hands of every one who feels the slightest interest in British Columbia.

Other publications dealing with the trip across the continent, China and Japan, Hawaii, Australia, Climates of Canada, Around the World tours, the Pleasure and Health Resorts of the Canadian Rockies; Game Regions of Canada, etc., are also issued by the Canadian Pacific Railway Co., and can be had free on application to any agent of the Company.

Apply for free Copies of any of the Publications mentioned, or this Pamphlet, to any Agent of the Company; or for Special Information, Maps and Pamphlets, regarding the Province of Manitoba, to Jas. Hartney, Manitoba Government Immigration Agent, No. 77 York Street, Toronto.

For Rates, Rules, Conditions, and Explanations for
the Transportation of

SETTLERS' EFFECTS

From all Canadian Pacific Railway Stations, East
of Montreal in Canada to

MANITOBA AND THE CANADIAN NORTH-WEST

Consult your local railway Agent relative to placing
car at your town for your freight for the North-
west, advising him as nearly as you can what you
will have to go forward.

The Freight Rates in this Pamphlet are subject to the
General Notices and Conditions of Carriage printed
in the Company's form of Shipping Receipt.

Settlers' Effects

FREIGHT REGULATIONS ON THE CANADIAN PACIFIC

1. The rates in this tariff are subject to the general notices and conditions of carriage printed in the Company's form of shipping receipt, and will apply only on shipments consigned to actual settlers, and are entirely exclusive of cartage at stations where this service is performed by the Railway Company's Cartage Agents.

2. Carloads of Settlers' Effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz.: Live Stock, any number up to but not exceeding ten (10) head, all told, viz.: Cattle, calves, sheep, hogs, mules or horses ; Household Goods and personal property (second-hand) ; Wagons, or other vehicles for personal use (second-hand) ; Farm Machinery, Implements and Tools (all second-hand) ; Soft Wood Lumber (Pine, Hemlock or Spruce only) and Shingles, which must not exceed 2,000 feet in all, or the equivalent thereof ; or in lieu of, not in addition to the lumber and shingles, a Portable House may be shipped ; Seed Grain ; small quantity of Trees or Shrubbery ; small lot Live Poultry or pet animals ; and sufficient feed for the live stock while on the journey. Settlers' Effects rates, however, will not apply on shipments of second-hand Wagons, Buggies, Farm Machinery, Implements or Tools, unless accompanied by Household Goods.

3. Car Rental and Storage of Freight in Cars.—Under this tariff when freight is to be loaded by consignor, or unloaded by consignee, one dollar (\$1.00) per car per day or fraction thereof, for delay beyond 48 hours in loading or unloading, will be added to the rates named herein, and constitute a part of the total charges to be collected by the carriers on the property.

4. Should the allotted number of live stock be exceeded, the additional animals will be charged for at less than carload rate, but the total charge for any one such car will not exceed the regular rate for a straight carload of Live Stock.

5. Passes.—One man will be passed free in charge of live stock when forming part of carloads, to feed, water and care for them in transit. Agents will use the usual form of Live Stock Contract.

6. Less than Carload Shipments.—Less than carloads will be understood to mean only Household Goods (second-hand), Wagons or other vehicles for personal use (second-hand), and (second-hand) Farm Machinery, Implements and Tools. Settlers' Effects rates, however, will not apply on shipments of second-hand wagons, buggies, farm machinery, implements or tools, unless accompanied by household goods. Less than carload lots must be plainly addressed.

7. Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged the regular classified tariff rates. While the Canadian Pacific Railway is desirous of continuing to give liberal encouragement to settlers, both as to the variety of the effects which may be loaded in cars, and the

low rates thereon, it is also the duty of the Company to protect the merchants of the Northwest by preventing as far as possible, the loading of merchandise of a general character in cars with personal effects. Agents, both at loading and delivering stations, are, therefore, strictly enjoined to give their personal attention to the preventing of the loading of contraband articles, and to see that the actual weights are way-billed when carloads exceed 24,000 lbs.

8. Top loads.—Agents must not permit, under any circumstances, any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and is absolutely forbidden.

9. Settlers' Effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

10. The carload rates on Settlers' Effects apply on any shipment occupying a car, and weighing 24,000 lbs. or less. If the carload weighs over 24,000 lbs., the additional weight will be charged for at rates shown.

11. Minimum Charge.—Minimum charge on any shipment will be 100 lbs. at regular first class rate.

12. Settlers' Effects ex connecting lines will be charged from Canadian Pacific Railway junction point, the Settlers' Effects rates from that point.

Passengers from points north and west of Cardwell Junc. and Inglewood Junc. on both G.T. and C.P. and passengers from points west of Georgetown and Hamilton on the G.T., must expect their cars of effects to go via these points to Allandale instead of via Toronto.

Notes . . .

For Intending Passengers

The object in running Settlers' Specials is to give Colonists an opportunity to travel with their stock and still have good accommodation and quick time. Intending passengers are therefore particularly requested to advise their railway agent early, the date fixed for leaving, so that suitable accommodation can be secured. Individual berths are not reserved, but accommodation is based on estimated number of passengers.

DATES. Settlers' Excursions will leave Toronto every Tuesday about 9.00 p.m. during **MARCH** and **APRIL**, provided sufficient business offers.

COLONIST will be attached to each "Settlers'" Special, and also to the regular **CARS** Express leaving Toronto at 1.45 p.m., on the above days. Passengers travelling without live stock should take this train and not wait for train leaving Toronto at 9.00 p.m. Colonist Cars have been specially built for this class of business after the plan of the C. P. Ry. first class sleepers, the upper berth being let down from the roof, while the seats being drawn together form the lower. Each berth will hold two persons.

An agent of this Company will be present at Union Station, Toronto, to render any assistance to passengers in locating their cars of effects.

Bedding to fit the berths can be obtained at Union Station, Toronto, or North Bay, as under:—

Mattresses, single - - - -	\$0.75 each
Mattresses, double - - - -	1.50 "
Pillows - - - - -	.20 "
Blankets - - - - -	.80 "
Curtains (per pair) - - - -	.75 "
Straps - - - - -	.15 "

Berths in Colonist Cars are Free.

MEALS EN ROUTE. Arrangements have been made at various stations along the line at convenient intervals to provide meals. See stations in Folder A marked "||."

If passengers wish to take their food, baskets holding same should not be over 2 feet long, 18 inches wide, and 11 inches high, so that they can be placed under the seats when not in use.

AN AGENT of the Manitoba Government will accompany each Excursion to give information and assistance to passengers.

BAGGAGE. 300 lbs. of personal baggage will be checked to points in Manitoba, Assinibbia, Saskatchewan and Alberta, except stations on Canadian Pacific Railway main line west of Morley, or on Crowsnest Branch west of Macleod.

Settlers with effects should obtain from Railway Agent, at point where effects are loaded, card showing number of car and destination.

**SPECIAL PASSENGER FARES
AND FREIGHT RATES ON
COLONIST EFFECTS**

From Points in Ontario, Sharbot Lake and West.	— TO —	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West	
		Carloads minimum 24 000 lbs	Less than Carloads
		CENTS PER 100 LBS	
PASS'R SECOND CLASS			
\$27 00	....Abernethy, Assa....	44	88
30 45	....*Aikins, Assa.....	48	96
37 60	....*Airdrie, Alba	57	1 14
25 60	....††Alameda, Assa... (via South-Western Branch) (via Pembina Section)	42	84
23 35	....Alexander, Man....	40	80
22 25	....Altona, Man.....	36	72
31 15	....*Antelope, Assa....	49	98
24 60	....*Antler, Assa.....	41	82
25 55	....Arcola, Assa	42	84
22 90	....Arden, Man.....	39	78
22 00	....*Arnaud, Man.....	36	72
24 30	....*Arrow River, Man.. (via Chater) (via Portage La Prairie)	41	82
24 75	(via Winnipeg) Ashville, Man.	42	91
22 30	....Austin, Man.....	38	76
28 80	....*Aylesbury, Assa ...	46	92
27 55	(via Winnipeg)*Baden, Man.	43	93
22 10	....Bagot, Man.....	33	76
27 15	....Balcarres, Assa....	44	88
27 20	....Balgonie, Assa....	44	88
21 60	....*Balmoral, Man....	37	74
34 85	....*Bantry, Alba.....	54	1 08
22 05	....*Barnsley; Man....	37	74
35 55	....Bassano, Alba....	55	1 10
23 65	....*Basswood, Man....	39	78
21 00	....Beausejour, Man... .	35	70
37 40	....*Beddington, Alba... .	57	1 14

* Flag Stations. All charges must be prepaid.

† Tickets must have stamped or written across the face "Via South-Western Branch."

†† Tickets must have stamped or written across the face "Via Pembina Section."

Charges for less than carloads, whether shipments be to Flag Stations or otherwise, must be prepaid.

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From Points in Ontario, Sharbot Lake and West.	—TO—	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
\$28 00	*Belle Plaine, Assa....	45	90
23 35	Beresford, Man....	40	80
21 15	Bergen, Man....	36	72
28 25	*Bethany, Man....	46	92
26 15	*Bienfait, Assa....	43	86
24 95	Binscarth, Man....	41	82
26 00	Birch River, Man.... (via Winnipeg)	43	93
21 00	Bird's Hill, Man....	36	72
24 60	Birtle, Man....	41	82
39 30	*Blackfalds, Alba....	59	1 18
29 50	*Bladworth, Assa....	47	94
28 50	*Boharm, Assa....	46	92
24 20	Boissevain, Man....	40	80
29 70	*Bonnington, Assa....	48	96
38 55	Bowden, Alba....	58	1 16
33 90	Bowell, Assa....	53	1 06
34 20	*Bow Island, Alba....	53	1 06
26 75	*Bowsman, Man....	43	93
23 75	*Bradwardine, Man....	40	80
23 00	Brandon, Man....	39	78
25 80	*Bredenburg, Assa....	42	84
25 65	Broadview, Assa....	42	84
37 20	(via Lethbridge) *Brocket, Alb....	56	1 12
22 95	*Brookdale, Man....	39	78
21 15	*Buchan, Man....	35	70
33 60	*Bull's Head, Assa....	52	1 04
34 40	*Burdette, Alba....	53	1 06
21 95	Burnside, Man....	37	74
25 25	*Burrows, Assa....	42	84
21 00	*Busteed, Ont....	33	66
37 20	Calgary, Alba....	57	1 14
22 60	Carberry, Man....	39	78
21 75	*Carey, Man....	36	72
25 00	Carievale, Assa....	41	82

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From Points in Ontario, Sharbot Lake and West.	TO	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$25 35	Carlyle, Assa.....	42	84
22 10	Carman, Man.....	37	74
31 45	...*Carmichael, Assa...	50	1 00
25 10	....Carnduff, Assa.....	42	84
23 35	....*Carnegie, Man....	40	80
28 65	....Caron, Assa.....	46	92
23 30	....Carroll, Man	39	78
38 00	....Carstairs, Alba	58	1 16
23 95	... Cartwright, Man....	40	80
35 05	.... *Cassils, Alba....	54	1 08
41 90	*Castle Mountain, Alba.	59	1 18
38 20	(via Calgary) *Cayley, Alba.	57	1 14
28 60	.. *Chamberlain, Assa...	46	92
29 40	.... *Chaplin, Assa.....	47	94
22 95	....Chater, Man	39	78
36 60	....*Cheadle, Alba.....	56	1 12
35 25	.... *Chin, Alba	54	1 08
25 65	.. *Churchbridge, Assa..	42	84
38 85	....Clareholm, Alba...	56	1 12
	(via Calgary)		
30 90	*Clark's Crossing, Sask.	49	98
23 65	....Clearwater, Man...	39	78
32 25	... *Clouston, Sask	51	1 02
35 90	....*Cluny, Alba.....	55	1 10
35 40	.. *Coaldale, Alba.....	55	1 10
38 40	....Cochrane, Alba.....	57	1 14
32 10	....*Colley, Assa.....	51	1 02
27 70	....Condie, Assa.....	45	90
24 65	....*Corona, Man.....	39	78
24 80	....*Coulter, Man.....	39	78
25 90	....*Cowen, Man.....	43	92
	(via Winnipeg)		
37 85	(via Lethbridge) Cowley, Alba.	57	1 14
28 95Craik, Assa.....	47	94
24 20Crandall, Man	41	82

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From Points in Ontario, Sharbot Lake and West.	—TO—	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
CENTS PER 100 LBS.			
PASS'R			
SECOND			
CLASS			
\$31 90	... Crane Lake, Assa ...	50	1 00
27 90	... *Craven Jct., Assa ...	45	90
37 80	... Crossfield, Alba ...	58	1 16
21 00	... *Cross Lake, Man ...	33	66
35 70	... *Crowfoot, Alba ...	55	1 10
23 55	... Crystal City, Man ...	39	78
21 85	... *Culross, Man ...	37	74
21 00	... *Culver, Man ...	34	68
32 80	... Cummings, Assa ...	52	1 04
26 35	... Creelman, Assa ...	44	88
22 90	... Cypress River, Man ...	38	76
22 90	... Darlingford, Man ...	38	76
21 00	... *Darwin, Man ...	34	68
24 50	(via Winnipeg) Dauphin, Man ...	42	90
23 80	... *Deleau, Man ...	40	80
24 20	... Deloraine, Man ...	41	82
37 55	... *De Winton, Alba ... (via Calgary)	57	1 14
38 15	... Didsbury, Alba ...	58	1 16
28 05	... *Disley, Assa ...	46	92
22 15	... Dominion City, Man ...	36	72
22 80	... Douglas, Man ...	39	78
28 40	(via Pasqua) *Drinkwater, (via Estevan) Assa ...	46	92
28 80	... Assa ...	46	92
31 70	... Duck Lake, Sask ...	50	1 00
21 80	... *Dufrost, Man ...	36	72
30 20	... Dundurn, Assa ...	48	96
33 50	... Dunmore Junc., Assa ...	52	1 04
22 75	... *Edrans ...	38	76
24 30	... Elkhorn, Man ...	41	82
23 25	(via Winnipeg) *Elliots, Man ...	42	90
21 90	... Elm Creek, Man ...	37	74
24 50	... Elva, Man ...	41	82
22 30	... Emerson, Man ...	36	72
29 60	... *Ernfold, Assa ...	47	94

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SETTLERS' GUIDE—1905

From Points in Ontario, Sharbot Lake and West.	- TO -	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.		CENTS PER 100 LBS.
		Carloads minimum 24,000 lbs.	Less than Carloads	
PASS'R SECOND CLASS				
\$ 28 40	(via Winnipeg) *Erwood, Sask	43	93	
25 75	.... Esterhazy, Assa.	42	84	
26 30	.... Estevan, Assa.	43	86	
25 20	.... Ethelbert, Man.	42	91	
	(via Winnipeg)			
21 70	.... Fannystelle, Man.	37	74	
26 50	.... Fillmore, Assa.	44	88	
28 45	.... *Findlater, Assa.	46	92	
23 95	.... *Findlay, Man.	40	80	
29 25	.... *Finsbury, Assa.	47	94	
23 40	.... *First Siding, Man.			
	(via Winnipeg)			
26 10	.... Fisher's, Man.	43	92	
24 60	.... Fleming, Assa.	41	82	
25 90	.... Forget, Assa.	43	86	
25 05	.... *Fork River, Man.	42	91	
	(via Winnipeg)			
32 70	.... *Forres, Assa.	51	1 02	
23 20	.... Forrest, Man.	39	78	
21 25	.... *Fort Whyte, Man.	36	72	
24 75	.... Foxwarren, Man.	41	82	
27 00	.... Francis, Assa.	44	88	
23 25	.... Franklin, Man.	39	78	
25 75	.... *Frobisher, Assa.	42	84	
24 80	.... Gainsboro, Assa.	41	82	
25 35	.... *Garland, Man.	42	91	
24 90	.... Gilbert Plains, Man.	42	91	
	(via Winnipeg)			
29 15	.... *Girvin, Assa.	47	94	
22 55	.... Gladstone, Man.	38	76	
36 10	.... Gleichen, Alba.	55	1 10	
23 00	.... Glenboro', Man.	38	76	
23 55	.... *Glencairn, Man.	41	89	
23 40 *Glenella, Man.	41	89	
	(via Winnipeg)			
25 30 Glen Ewen, Assa.	42	84	
21 00 *Gonor, Man.	35	70	

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SETTLERS' GUIDE - 1905

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From Points in Ontario, Sharbot Lake and West.	- TO -	From Canadian Pacific Ry Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$ 24 40	... *Goodlands, Man....	38	76
27 70	. *Grand Coulee, Assa...	45	90
21 25	...Grande Pointe, Man....	36	72
25 10	(via Winnipeg) Grand View, M.	42	91
34 55	. *Grassy Lake, Alba...	54	1 08
26 30	..... Grayson, Assa.....	43	86
25 95	.... Grenfell, Assa.....	43	86
22 35	.... Gretna, Man	36	72
30 55	... *Grindlay, Sask	49	98
23 55	.... Griswold, Man.....	40	80
25 25	(via Winnipeg) *Gruber, Man.	42	91
31 30	.... Gull Lake, Assa.....	50	1 00
31 25	.... Hague, Sask.....	50	1 00
27 05	.... Halbrite, Assa.....	44	88
24 00	.... Hamiota, Man.....	40	80
30 00	.... Hanley, Assa.....	48	96
23 45	.... Harbor, Man.....	39	78
24 15	.... Hargrave, Man.....	41	82
25 20	... *Harrowby, Man.....	41	82
23 85	.... Hartney, Man.....	40	80
	(via South-Western Branch)		
22 10	.... *Haywood, Man....	37	74
25 55	.... *Hazelcliff, Assa....	42	84
21 30	... *Headingly, Man....	36	72
29 95	... *Herbert, Assa.....	48	96
26 20	.... Heward, Assa.....	44	88
21 75	... High Bluff, Man.....	37	74
38 00	... High River, Alba ...	57	1 14
	(via Calgary)		
25 95	}. ++*Hirsch, Assa	43	86
25 75	f (via South-Western Branch) (via Pembina Section)		
40 00	... *Hobbema, Alba	60	1 20

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From Points in Ontario, Sharbot Lake and West. PASS'R SECOND CLASS	— TO —	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
CENTS PER 100 LBS.			
\$22 70	Holland, Man	38	76
24 10	Holmfield, Man	40	80
21 00	* Horner, Ont.....	33	66
26 60	Indian Head, Assa ..	44	88
21 00	Ingolf, Ont.....	33	66
38 70	Innisfail, Alba	59	1 18
27 00	*Insinger, Assa.....	43	86
33 15	Irvine, Assa.....	52	1 04
21 00	*Julius, Man.....	35	70
26 55	Kamsack, Assa.....		
39 90	*Kananaskis, Alba ..	58	1 16
40 65	*Kavanagh, Alba....	61	1 22
37 70	*Keith, Alba	57	1 14
24 30	*Kelloe, Man	40	80
23 20	Kemnay, Man	39	78
23 90	*Kenton, Man	40	80
22 70	Keyes, Man.....	38	76
26 45	Killaley, Assa	43	86
24 20	Killarney, Man	40	80
32 50	*Kinorth, Assa	51	1 02
34 50	*Kininvie, Alba	53	1 06
36 05	*Kipp, Alba.....	55	1 10
24 50	Kirkella, Man.....	41	82
25 70	*Kisbey, Assa.....	43	86
27 45	*Kronau, Assa.....	45	90
27 85	Kronau, Assa.(via Regina).....		
21 70	Lac du Bonnet, Man ..	35	70
39 45	Lacombe, Alba	60	1 20
27 30	Lajord, Assa.....	45	90
36 80	Langdon, Alba.....	56	1 12
25 45	Langenburg, Assa...	42	84
34 30	*Langevin, Alba....	53	1 06

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From Points in Ontario, Sharbot Lake and West.	— TO —	From Canadian Pacific Ry. Stations in Ontario Sharbot Lake and West.		
		Carloads n'n' mu m	Less than 24,000 lbs.	Carloads
		CENTS PER 100 LBS.		
\$23 25	.... La Riviere, Man....	39		78
21 35	.... La Salle, Man....	36		72
35 40	.... *Lathom, Alba	55		1 10
24 05	.... ¶ Lauder, Man.... (via South-Western Branch)	40		80
23 75	.... *Laurier, Man.... (Via Winnipeg)	42		90
39 05	(via Calgary)* Leavings, Alba.	56		1 12
40 70	.... Leduc, Alba....	61		1 22
26 80	.... Lemberg, Assa....	44		88
24 05	.... Lenore, Man....	40		80
35 60	.... Lethbridge, Alba....	55		1 10
30 75	.... *Leven, Assa....	49		98
27 45	.... *Lipton, Assa....	45		90
21 40	*Lower Fort Garry, Man.	36		72
27 90	.... Lumsden, Assa....	45		90
24 85	.... Lyleton, Man. ...	39		78
24 85	.... McAuley, Man....	41		82
23 80	.... *McCreary, Man.... (via Winnipeg)	42		90
22 20	... MacGregor, Man....	38		76
22 85	.... *McKenzie, Man....	39		78
27 00	.... *McLean, Assa....	44		88
21 75	.... *McTavish, Man....	36		72
22 05	.... Macdonald, Man....	37		74
32 10	... *Macdowall, Sask....	51		1 02
39 35	(via Calgary) { Macleod,			
36 40	(via Lethbridge) { Alba. ...	56		1 12
26 70 *Macoun, Assa....	44		88
27 40 *Mafeking, Man.... (via Winnipeg)	43		93

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SETTLERS' GUIDE—1905

From Points in Ontario, Shabot Lake and West.	— TO —	From Canadian Pacific Ry. Stations in Ontario Shabot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$24 10	Makinak, Man..... (via Winnipeg)	42	90
23 00	Manitou, Man.....	38	76
25 15	Manor, Assa.....	42	84
24 65	Manson, Assa.....	41	82
32 30	Maple Creek, Assa..	51	1 02
21 45	Marquette, Man....	37	74
23 80	Mather, Man.....	39	78
21 35	*Meadows, Man.....	36	72
33 60	Medicine Hat, Assa..	52	1 04
24 20	Medora, Man.....	41	82
22 50	*Melbourne, Man....	38	76
24 35	Melita, Man.....	41	82
23 70	¶ *Menteith, Man... (via South-Western Branch) ¶ *Menteith Jct., Man.. (See Schvitzet Jct.)	40	80
23 00	Methven, Man.....	39	78
21 15	*Middlechurch, Man...	36	72
37 40	via Calgary) *Midnapore, Alba	57	1 14
22 75	*Midway, Man .....	.....	.....
28 15	(via Estevan) Milestone, Assa..	45	90
40 45	*Millet, Alba	61	1 22
25 15	*Millwood, Man	41	82
21 40	*Milner, Man	35	70
24 40	Minota, Man	41	82
26 35	Minitonas, Man..... (via Winnipeg)	43	92
23 45	Minnedosa, Man....	39	78
21 00	Molson, Man.....	35	70
28 35	Moose Jaw, Assa....	46	92

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From Points in Ontario, Sharbot Lake and West.	—TO—	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS. SECOND CLASS		CENTS PER 100 LBS.	
\$24 75	.... Moosomin, Assa....	41	82
22 60	.... Morden, Man....	38	76
39 30	.... Morley, Alba.....	58	1 16
39 65	.. *Morningside, Alba...	60	1 20
21 80	.... Morris, Man.....	36	72
29 80	.... Morse, Assa.....	48	96
28 85	.... Mortlach, Assa ...	46	92
23 80	.... Mowbray, Man....	40	80
21 15	.... Murray Park, Man...	36	72
22 50	.... *Myrtle, Alba.....	57	1 14
36 35	.... *Namaka, Alba....	56	1 12
38 35	(via Calgary) Nanton, Alba. .	57	1 14
24 20	.... ¶†Napinka, Man ... (via South-Western Branch) (via Pembina Section)	40	80
24 20	.... ¶*Naples, Man....	41	82
23 05	.... Neepawa, Man....	39	78
23 15	.... Nesbitt, Man.....	39	78
23 80	.... Newdale, Man....	40	80
26 60	.... Newdorf, Assa.....	44	88
24 20	.... Ninga, Man.....	40	80
21 50	.... *Niverville, Man....	36	72
26 75	.... ¶†North Portal, Assa . (via South-Western Br. and Estevan) (via Pembina Section)	44	88
27 20	.... *Novra, Man..... (via Winnipeg)	43	93
30 65	.... *Nutana, Sask	49	98
23 70	.... Oak Lake, Man....	40	80
23 85 Oak River, Man....	40	80
25 80 *Oakshela, Assa....	43	86
24 25 *Ochre River, Man... (via Winnipeg)	42	90

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From Points in Ontario, Sharbot Lake and West. PASSENGER SECOND CLASS	— TO —	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER' 100 LBS.	
\$23 00	Ogilvie, Man..... (via Winnipeg)	41	88
37 75	(via Calgary) Okotoks, Alba..	57	1 14
38 35	Olds, Alba.....	58	1 16
26 45	*Orcadia, Assa.....	43	86
26 70	Osage, Assa.....	44	88
21 60	*Osborne, Man.....	36	72
31 05	Osler, Sask.....	49	98
40 85	*Otoskwan, Alba.....	61	1 22
21 65	Otterburne, Man.....	36	72
25 45	¶† Oxbow, Assa..... (via South-Western Branch) (via Pembina Section)	42	84
29 00	Parkbeg, Assa.....	47	94
21 25	*Parkdale, Man.....	36	72
23 85	*Parr Siding, Man...	40	80
33 40	* Pashley, Assa.....	52	1 04
28 15	Pasqua, Assa	46	92
27 30	*Patrick, Assa.....	45	90
36 20	(via Lethbridge) *Pearce, Alba.	56	1 12
36 80	(via Lethbridge) *Peigan, Alba.	56	1 12
38 90	*Penhold, Alba....	59	1 18
23 45	* Pendennis, Man....	40	80
27 85	Pense, Assa.....	45	90
25 50	*Perceval, Assa.....	42	84
23 65	*Pettapiece, Man....	40	80
24 65	¶† Pierson, Man.... (via South-Western Branch) (via Pembina Section)	41	82
27 30	*Pilot Butte, Assa	45	90
23 45	Pilot Mound, Man....	39	78
37 60	(via Lethbridge) Pincher, Alba..	57	1 14

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From Points in Ontario, Sharbot Lake and West.	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
		CENTS PER 100 LBS.	
PASS'R SECOND CLASS			
\$22 40	...*Pine Creek, Man....	38	76
25 55	...*Pine River, Man.... (via Winnipeg)	42	91
24 15	....Pipestone, Man....	40	80
22 30	...Plum Coulee, Man....	37	74
23 10	....Plumas, Man.... (via Winnipeg)	41	89
39 80	.....Ponoka, Alba.....	60	1 20
21 60	...Poplar Point, Man....	37	74
21 85	Portage la Prairie, Man....	37	74
27 75	....*Powell, Man.... (via Winnipeg)	43	93
32 50	..Prince Albert, Sask...	51	1 02
34 70	*Purple Springs, Alba...	54	1 08
23 45	....*Purves, Man....	39	73
26 85	....Qu'Appelle, Assa...	44	88
38 85	...*Radnor, Alba.....	58	1 16
23 45	....Rapid City, Man.... (via Portage la Prairie)	40	80
23 45	..Rapid City Jct., Man.. (via Chater)	40	80
22 40	....Rathwell, Man....	38	76
21 00	... Rat Portage, Ont ..	33	66
21 55	....Reaburn, Man.	37	74
39 10	....Red Deer, Alba....	59	1 18
24 90	...Red Jacket, Assa...	42	84
24 85	...*Redvers, Assa	41	82
27 50	....Regina, Assa.....	45	90
21 00	.....Rennie, Man.	34	68
24 30	....Reston, Man.	41	82
24 20	....*Rhodes, Man....	40	80
27 65	...*Richardson, Assa...	45	90
23 45	...*Riverdale, Man....	39	78
25 15Rocanville, Assa ..	42	84

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From Points in Ontario, Sharbot Lake and West. PASS'R SECOND CLASS	-TO-	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
CENTS PER 100 LBS.			
\$26 50	T ††Roche Percee, Assa. (via South-Western Branch) (via Pembina Section)	43	86
31 90	... *Roddick, Sask.....	50	1 00
26 15	... *Rokeby, Assa.....	43	86
28 15	... *Roscoe, Sask..... (via Winnipeg)	43	93
22 10	.... Rosenfeld, Man.....	36	72
21 25	.... Rosser, Man.....	36	72
31 50	.... Roštthern, Sask....	50	1 00
28 60	.... (via Estevan) Rouleau, Assa.	46	92
23 80	... *Routledge, Man.....	40	80
30 15	... Rush Lake, Assa....	48	96
25 20	.... Russell, Man.....	41	82
25 95	.... Saltcoats, Assa....	42	84
30 70	... Saskatoon, Sask....	49	98
23 65	... Schwitzer Junc., Man..	40	80
25 80	.... *Slater, Man..... (via Winnipeg)	43	92
29 20	.... *Secretan, Assa.....	47	94
27 15	.... Sedley, Assa.....	44	88
21 00	.... Selkirk East, Man...	35	70
21 00	.. Selkirk West, Man..	36	72
33 80	.*Seven Persons, Assa..	53	1 06
30 90	.... *Seward, Assa.....	49	98
22 75	.... Sewell, Man.....	39	78
21 50	... *Shanawan, Man.....	36	72
27 15	.... Sheho, Assa.....	44	88
21 00	.... *Shelly, Man.....	34	68
37 00	.... *Shepard, Alba....	57	1 14
24 15	... Shoal Lake, Man...	40	80
31 70	... *Sidewood, Assa....	50	1 00
22 40 Sidney, Man.....	38	76
24 85 *Sifton, Man..... (via Winnipeg)	42	91

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From Points in Ontario, Shabot Lake and West.	—TO—	From Canadian Pacific Ry. Stations in Ontario, Shabot Lake and West.	
		Carloads minimum 24,000 lbs.	Less than Carloads
PASS'R SECOND CLASS		CENTS PER 100 LBS.	
\$24 45	.... *Sinclair, Man.....	41	82
21 00	.... Sinnott, Man.	35	70
26 40	.... Sintaluta, Assa.....	43	86
23 60	.... Snowflake, Man....	39	78
24 45	.... *Solsgirth, Man....	40	80
23 50	(via South-Western { ¶ Souris, Branch) { Man.	40	80
35 20	... *Southesk, Alba.....	54	1 08
26 60	.... Springside, Assa....	43	86
21 45	... *Spring Stein, Man...	37	74
37 85	(via Calgary) { Spur Track, Alba.....	.....	.....
33 75	..... *Stair, Assa.....	53	1 06
21 55	.... Starbuck, Man....	37	74
38 65	(via Calgary) *Stavely, Alba.	57	1 14
25 95	.... Stockholm, Assa....	43	86
23 00	.... Stockton, Man....	39	78
21 40	.... Stonewall, Man....	36	72
21 30	.. Stony Mountain, Man.	36	72
26 05	.... Stoughton, Assa....	43	86
23 95	.... Strathclair, Man...	40	80
41 05	.... Strathcona, Alba....	62	1 24
36 40	... *Strathmore, Alba...	56	1 12
21 10	... St. Boniface, Man...	36	72
22 20	... *St. Claude, Man....	37	74
21 10	... *St. James, Man....	36	72
36 00	... *St. Mary's, Alba....	55	1 10
34 10	.... *Suffield, Alba....	53	1 06
26 10	.. Summerberry, Assa...	43	86
26 55	... Swan River, Man...	43	92
	(via Winnipeg)		
30 60	... Swift Current, Assa...	49	98

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to Flag Stations or otherwise, must be prepaid.

From Points in Ontario, Sharbot Lake and West.	—TO—	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.		
		Carloads minimum 24,000 lbs.	Less than Carloads	CENTS PER 100 LBS.
				PASS'R SECOND CLASS
\$25 40	.... * Tantallon, Assa....	42		84
21 00	.... *Telford, Man.	34		68
21 80	.... Teulon, Man.	37		74
26 80	.... *Theodore, Assa....	43		86
22 70	.... Thornhill, Man....	38		76
34 65	.... *Tilley, Alba.....	54	1	08
31 65	.... *Tompkins, Assa...	50	1	00
23 00	.... Treesbank, Man....	39		78
22 55	.... Treherne, Man....	38		76
21 00	.... Tyndall, Man.	35		70
26 85	.... Tyvan, Assa.....	44		88
24 70	.... *Valley River, Man.. (via Winnipeg)	42		91
23 35	.... *Varcoe, Man....	40		80
21 30	... Victoria Park, Man...	36		72
23 95	.... Virden, Man.....	40		80
30 30	... *Waldeck, Assa....	48		96
32 95	.... Walsh, Assa....	52	1	04
25 05	.... Wapella, Assa....	42		84
24 60	.... Waskada, Man ...	39		78
25 00	.... *Wauchope, Assa ...	42		84
23 25	... Wawanese, Man.			
31 05	.... *Webb, Assa.....	49		98
22 75	.... Wellwood, Man....	39		78
25 00	.... *Welwyn, Assa....	41		82
22 20	... Westbourne, Man...	38		76
27 95	.... *Westgate, Man.... (via Winnipeg)	43		93
32 50	West Prince Albert, Sask.	51	1	02
21 45	... West Selkirk, Man...	36		72
34 90	... *Wetmore, Alba....	54	1	08
40 25	... Wetaskiwin, Alba...	61	1	22

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SETTLERS' GUIDE—1905

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From Points in Ontario, Sharbot Lake and West.	—TO—	From Canadian Pacific Ry. Stations in Ontario, Sharbot Lake and West.		CENTS PER 100 LBS.
		Carloads minimum 24,000 lbs.	Less than Carloads	
PASS'R SECOND CLASS				
\$27 40	(via Estevan) Weyburn, Assa.	44		88
21 00	... Whitemouth, Man. ...	34		68
24 20	... Whitewater, Man. ...	41		82
25 35	... Whitewood, Assa. ...	42		84
33 90	.... *Whitla, Assa.	53	1 06	
35 75	(via Lethbridge) { *Whoopup, Alba....	55	1 10	
28 50	.... *Wilcox, Assa.	46		92
22 50	.... Winkler, Man.	38		76
25 30	.. Winnipegosis, Man. (via Winnipeg)	42		91
34 05	.... *Winnifred, Assa.	53	1 06	
21 00	.... Winnipeg, Man.	36		72
26 25	.... Wolseley, Assa.	43		86
23 40	.. Wood Bay Jct., Man.	39		78
35 05	.. *Woodpecker, Alba.	54	1 08	
22 40 *Woodside, Man.	38		76
27 70	(via Estevan) { Yellowgrass, Assa.	45		90
26 30 Yorkton, Assa.	43		86

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Elmira.....	A. Werner	Sarnia.....	D. McCrae
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Fergus.....	A. J. Pritchard	Simcoe.....	E. H. Jackson
Forest.....	H. J. Pettypiece	St. Catharines.....	Jas. Adie
Galt.....	W. McIlroy	St. Marys.....	A. Carman
Georgetown.....	J. H. Jackson	Sherwood.....	John Brown
Glencoe.....	R. Clananhan	Stratfroy.....	J. D. Meekison
Goderich.....	Jos. Kidd	St. Thomas.....	J. A. Ross
Guelph.....	J. Heffernan	Sundridge.....	Jno. Carter
Grimsby.....	E. H. Culp	Tamworth.....	C. R. Jones
Hamilton.....	W. J. Grant	Tilbury Centre.....	D. Smith
Harriston.....	W. Taylor, Jr.	Tillsonburg.....	A. E. Raynes
Hastings.....	T. Howard	Thamesville.....	J. Duncan
Hespeler.....	A. H. Wiltmaak	Toronto.....	C. B. Foster
Ingersoll.....	Jas. Enright	Tottenham.....	W. D. Golding
Kincardine.....	J. C. Cooke	Trenton.....	W. Booth
Kingston.....	Frank Conway	Uxbridge.....	F. W. Crosby
Lakefield.....	J. H. Sherin	Walkerton.....	T. E. Attwood
Leamington.....	C. A. Edsall	Wallaceburg.....	Jno. A. Burgess
Lindsey.....	T. C. Matchett	Watford.....	J. H. Hume
Listowel.....	J. Livingstone, Jr.	Welland.....	B. Lundy
London.....	W. Fulton	Whitby.....	E. R. Blow
Lucan.....	J. Fox & Son	Wiarton.....	S. W. Cross
Lucknow.....	J. Murchison	Windsor.....	J. Madill
Madoc.....	R. R. Gasement	Wingham.....	J. H. Beemer
		Woodstock.....	G. A. Joyce
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